

## 166 AIRLIFT WING



### MISSION

#### LNEAGE

166 Air Transport Group, April 7, 1962  
Redesignated 166 Military Airlift Group, 1 Jan 1966  
Redesignated 166 Tactical Airlift Group, 12 May 1971  
Redesignated 166 Airlift Group, 15 Mar 1992  
Redesignated 166 Airlift Wing, 1 Oct 1995

### STATIONS

New Castle ANGB, DE

### ASSIGNMENTS

Delaware Air National Guard

### WEAPON SYSTEMS

#### Mission Aircraft

C-97, 1962  
C-130, 1971

#### Support Aircraft

### COMMANDERS

LTC Robert L. Fuller  
Col William F. Hutchison, Jr. Sep 1972  
Col James V. Dugar, 3 Dec 1988  
Col Jon D. Jacobs, 14 Sep 1995  
Col Jonathan Groff, Oct 2007

### HONORS

## **Service Streamers**

## **Campaign Streamers**

## **Armed Forces Expeditionary Streamers**

## **Decorations**

Air Force Outstanding Unit Award  
15 Aug 1993-14 Aug 1995

## **EMBLEM**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

In March 1962, Lt Colonel Clarence E. Atkinson was named Commander of the 142nd Tactical Fighter Squadron. On April 7, 1962 the Delaware Air National Guard enlarged to "group status" as the 166th Air Transport Group and was reassigned from the Tactical Air Command to the Military Air Transport Service. The Delaware Air National Guard gave up its F-86 for the C-97.

During the period from 1964-1974 the Delaware Air National Guard flew missions to Vietnam. In September 1965, only three years after receiving the C-97, the Delaware Air National Guard received the McCallister Trophy as the Air National Guard Outstanding Transport Unit. Dr. Harold Brown, Secretary of the Air Force, announced that effective January 1, 1966, the Military Air Transport Service would be redesignated as the Military Airlift Command. In addition to the name change certain Air National Guard units were also redesignated, including Delaware. We were named the 166th Military Airlift Group.

On April 9, 1968, the Delaware Air National Guard was called to state duty to quell civil disturbance and violence in the city of Wilmington, Delaware. The unit was released from state duty after several weeks. Many individuals remained on state duty through 20 January 1969.

January 1969, Colonel Atkinson became the Adjutant General for Delaware the first Air National Guard member to do so. Lt Colonel Charles R. Skinner became the new base detachment commander and Lt Colonel Robert L. Fuller became the Group Commander.

On May 12, 1971 the Delaware ANG changed its name from the 166th Military Airlift Group to the 166th Tactical Airlift Group and replaced its C-97s with C-130A and began transition from the Military Airlift Command to the Tactical Airlift Command.

From February 6, 1978 through February 9, 1978 selected individuals from the Delaware Air National Guard were placed on state duty during a snow storm. These members assisted in

removing snow from highways, transporting patients and staff to the local hospitals, and manning telephone lines for emergencies.

In January 1991 the Headquarters 166th Tactical Airlift Group, 166th Consolidated Aircraft Maintenance Squadron, and the 142nd Tactical Airlift Squadron were activated involving over 275 Air Guard members. Shortly thereafter, members of the 166th Tactical Clinic were also called upon, bringing the total Air Guard involvement to over 350. All eight of the C-130 were deployed with the Air Guard to the Persian Gulf. The Air Guard merged with the 1670th Tactical Airlift Provisional, part of the largest composite Air Force Wing in the entire Persian Gulf area. The unit flew missions carrying personnel and fuel bladders critical to destroying the Iraqi Republican Guard. They were also one of the first crews that flew into Kuwait International Airport to begin rebuilding. In May, they moved a significant portion of the Shiite Muslim refugees to a camp in Saudi Arabia.

In September 1992, Colonel Dugar led a group of personnel as part of the Hurricane Andrew relief effort. Colonel Jacobs commanded a combined group from the 136th Airlift Wing (Dallas, TX) and 166th Airlift Group to Mildenhall, United Kingdom as part of exercise "Phoenix Partner."

**2005 31 Aug** Two C-130 assigned to the 166th Airlift Wing, Delaware ANG, airlifted 100 Delaware Army National Guard Military Police to Jackson, Mississippi. Twenty Security Forces personnel from the 166th Airlift Wing, Delaware ANG, deployed in SAD to Jackson, Mississippi. The ANG Security Force functional cell at the Air Guard Readiness Center reported it had received phone calls from seventeen Security Forces Squadrons across the country volunteering to participate in hurricane relief operations.

**2 Sep** Thirty-eight Civil Engineer personnel assigned to the 188th Fighter Wing, Arkansas ANG, and the 166th Airlift Wing, Delaware ANG deployed to Gulfport CRTIC to help rebuild the base. Twenty-one ANG Services personnel also deployed to Gulfport to augment the four Services personnel already onsite.

**5 Sep** Ten personnel assigned to the 166th Airlift Wing, Delaware ANG returned to their home station at New Castle County Airport. They had been deployed to New Orleans IAP to augment a Mobile Aeromedical Evacuation Staging Facility.

**11 Sep** Thirty-two ANG Security Forces personnel assigned to the 151st Air Refueling Wing, Utah ANG, and the 166th Airlift Wing, Delaware ANG, returned to their home stations at Salt Lake City Airport, Utah, and New Castle County Airport, Delaware.

Delaware Congressman Trying to Save Air Guard's C-130s Rep. John Carney (D-Del.) is on a quest to prevent the Delaware Air National Guard's C-130 Hercules from being permanently grounded, which he warns would "mean the end" of the state Guard's flying mission. Carney is urgently seeking to gain passage in the few days left in this congressional session of his bill to fund the minimal avionics modernization necessary to keep the Delaware Air Guard's eight C-

130Hs flying. Those aged Hercules in the 166th Airlift Wing at the New Castle Air National Guard Base are among the Air Force's 261 C-130Hs, which would be unable to fly in US or international airspace after 2020 without the required digital navigation and air traffic control systems. Most of those H-models are in the Air Guard in 18 states. The Air Force could meet the digital systems requirement by replacing the C-130Hs with the new C-130J Super Hercules, or upgrading the systems in the old aircraft. Carney said he understands that given the current budget constraints, it is unlikely the Air Force could afford the \$664 million each for C-130Js, or even the \$131.2 million for a full digital upgrade for each C-130H. Instead, he is proposing a minimal modernization costing \$2.5 million each. 2014

Six C-130Hs from the Delaware Air National Guard's 166th Airlift Wing conducted a mass-formation training sortie from Newcastle ANG Base, the unit's largest group flight since 2003, reported WMDT News on Monday. More than 40 aircrew executed a cargo airdrop over Pennsylvania during the April 12 mission, before flying on to New Jersey for low-level navigation training. "It's not a very common occurrence that one of our [air]planes isn't dispersed somewhere," said 166th AW Commander Col. Mike Feeley. "We've been to Africa for the Ebola outbreak, we've been to South America for natural disasters, we've been pretty much all over the world," he added. The wing's C-130s conducted a joint tornado response exercise the previous day, receiving simulated victims from Army National Guard UH-60 helicopters for onward evacuation, according to a unit release. 2015

POWIDZ AIR BASE, Poland (AFNS) -- The 166th Airlift Wing, Delaware Air National Guard, participated in bilateral training with the Polish Air Force during Aviation Detachment 17-2 in support of Operation Atlantic Resolve, at Powidz Air Base, Poland from March 1-27, 2017. Approximately 80 airmen and two C-130 Hercules aircraft deployed in support of the training, which included formation flights, fighter engagements, and performing aeromedical evacuation procedures; all with an emphasis on the U.S. and Poland working together to maintain joint readiness while building interoperability. Lt. Col. Andrew Sides, the deployed forces commander, lauded the quality of training occurring at every level throughout AvDet 17-2. "Whether it was cultural or technical, everyone learned something new," Sides said. Additionally, in order to maximize the number of 166th AW Airmen able to participate in AvDet 17-2, a swap-out occurred halfway during the deployment. "Transporting people in and out of theater is part of what we do, so actually getting a chance to do that provided a good training opportunity," Sides said. Overall, cultural differences and personnel changes did nothing to detract from the mission at hand. "The way everyone worked together got easier as time went on," said 1st Lt. Tom Malone, the AvDet 17-2 project officer. "By the final week everyone was working really well together." The training concluded with two U.S. Air Force and two Polish Air Force teams competing in events designed to showcase the C-130 Hercules' wide range of capabilities. After flying together one last time in a four-ship formation, each aircrew was judged on two events: an airdrop and tactical landing. While the Polish Air Force took top honors in both categories, "It was exciting to have an opportunity to execute our mission and engage in some friendly competition," Sides said.

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USAF Unit Histories

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#### Sources

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